#### FEDERAL PROJECT STATE PROJECT STATE OF WISCONSIN CONTRACT ORDER OF SHEETS PROJECT PROJECT ID Section No. **DEPARTMENT OF TRANSPORTATION** Section No. Typical Sections and Details Section No. Estimate of Quantities Section No. Miscellaneous Quantities PLAN OF PROPOSED IMPROVEMENT Right of Way Plat Section No. Section No. Plan and Profile Section No. Standard Detail Drawings Section No. **NEW AUBURN - CHETEK** Section No. Computer Earthwork Data **CHETEK RIVER BRIDGE B-03-0725** Section No. Cross Sections CTH SS TOTAL SHEETS = **BARRON COUNTY** STATE PROJECT NUMBER 8953-00-71 Chetek **END PROJECT** STRUCTURE B-03-725 DESIGN DESIGNATION AADT 2011 A.A.D.T. D.H.V. D.D. DESIGN SPEED = 50 Tenmile CONVENTIONAL SYMBOLS **PROFILE** GRADE LINE CORPORATE LIMITS ORIGINAL GROUND PROPERTY LINE MARSH OR ROCK PROFILE LOTLINE (To be noted as such) LIMITED HIGHWAY EASEMENT SPECIAL DITCH STATE OF WISCONSIN EXISTING RIGHT OF WAY GRADE ELEVATION **BEGIN PROJECT** PROPOSED OR NEW R/W LINE DEPARTMENT OF TRANSPORTATION STA 11+90 SLOPE INTERCEPT CULVERT (Profile View) PREPARED BY Y=63786.078 UTILITIES REFERENCE LINE SURVEYOR Surveyor X=357527.170 ELECTRIC Designer EXISTING CULVERT FIBER OPTIC Project Manage PROPOSED CULVERT (Box or Pipe) SANITARY SEWER REGIONAL SUPERVISOR COMBUSTIBLE FLUIDS STORM SEWER 0.5 MI HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN TELEPHONE COORDINATE REFERENCE SYSTEM (WISCRS), BARRON COUNTY, NAD83 ( 2011 ), IN U.S. SURVEY FEET, POSITIONS SHOWN ARE GRID PPROVED FOR THE DEPARTMENT MARSH AREA COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES

WOODED OR SHRUB AREA

UTILITY PEDESTAL

TELEPHONE POLE

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POWER POLE

TOTAL NET LENGTH OF CENTERLINE = 0.042 MI

1/7/2022 9:59 AM

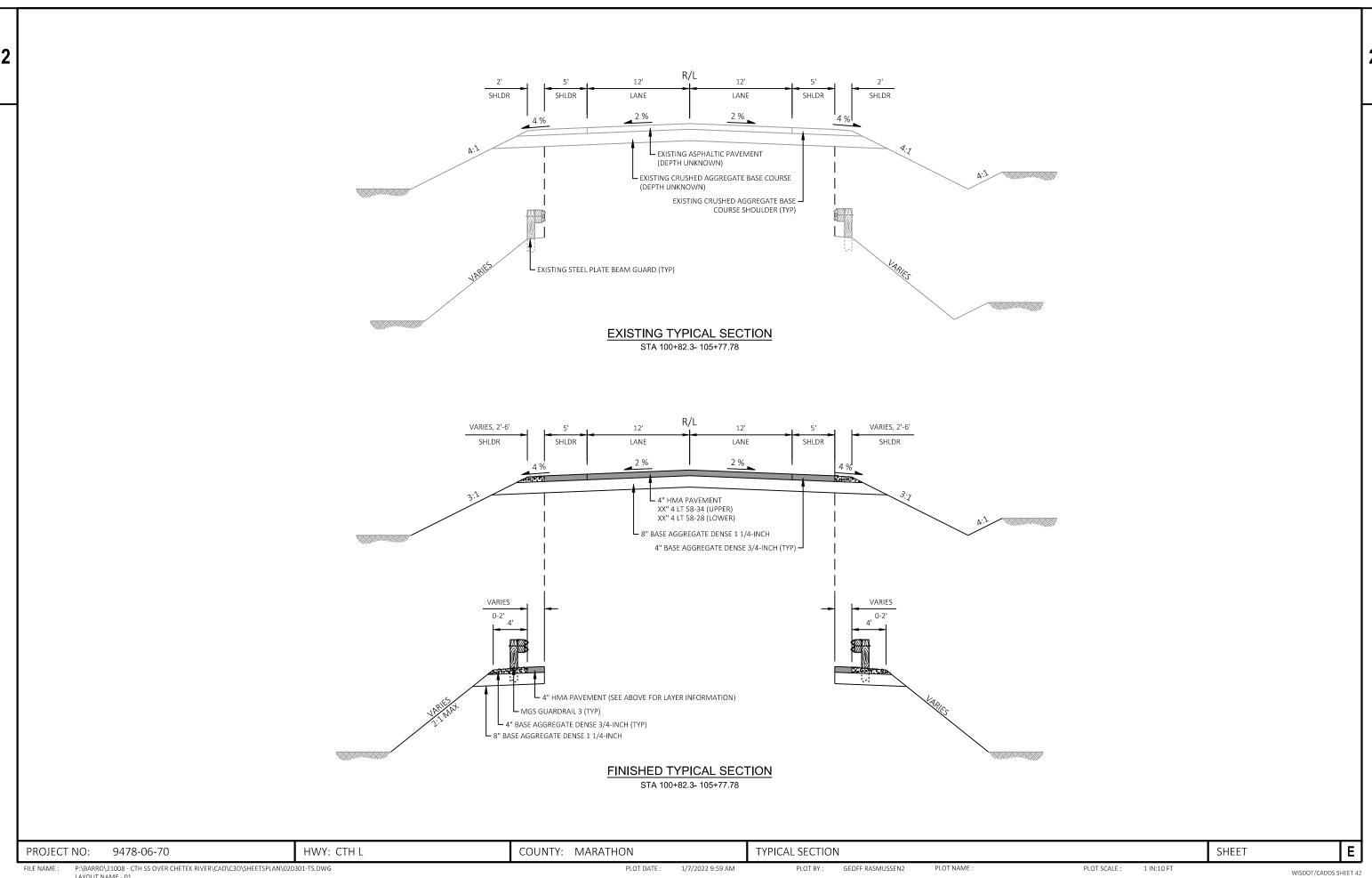
ELEVATIONS ARE REFERENCED TO NAVD 88 ( 2012 ). GPS DERIVED

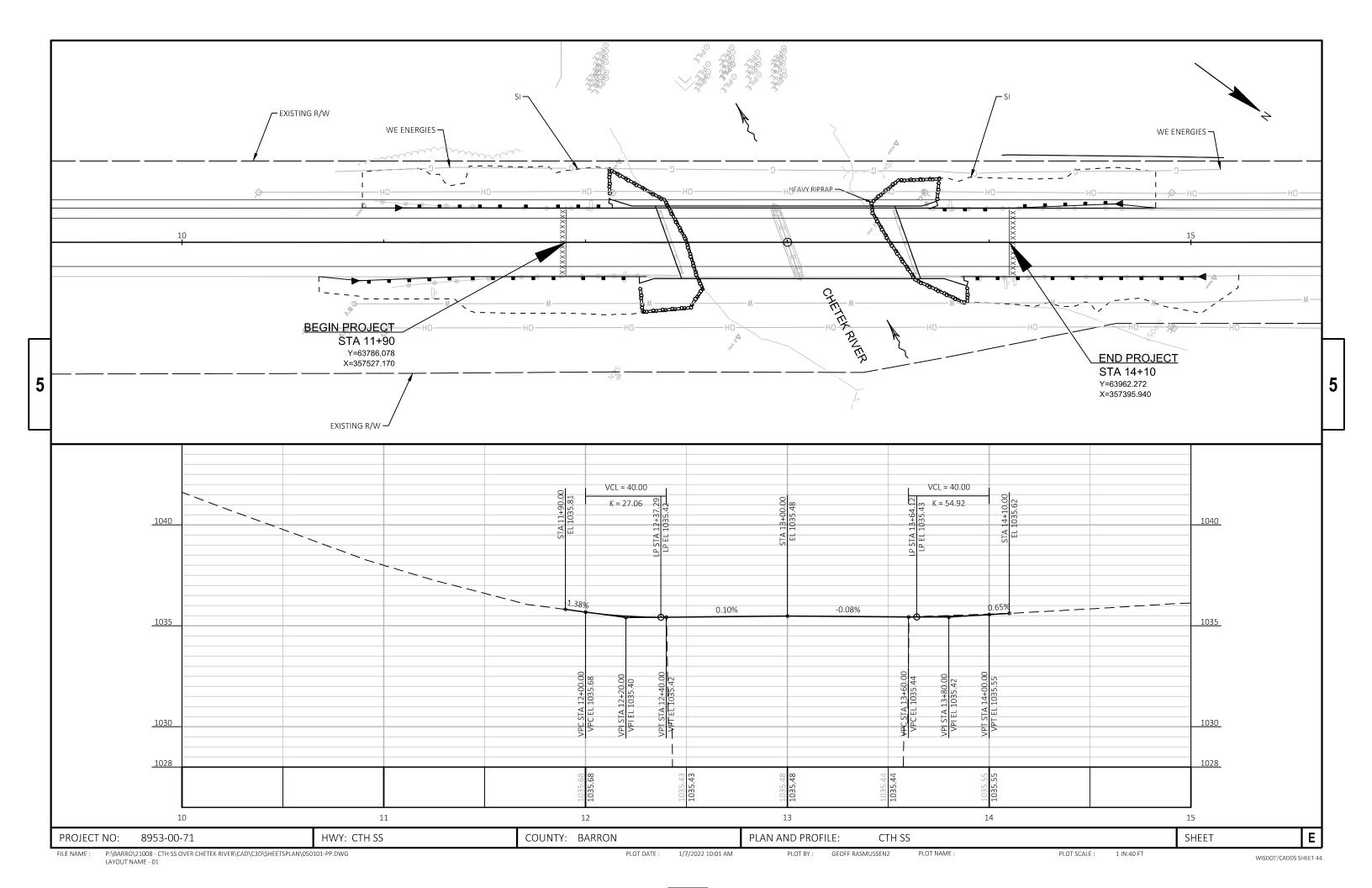
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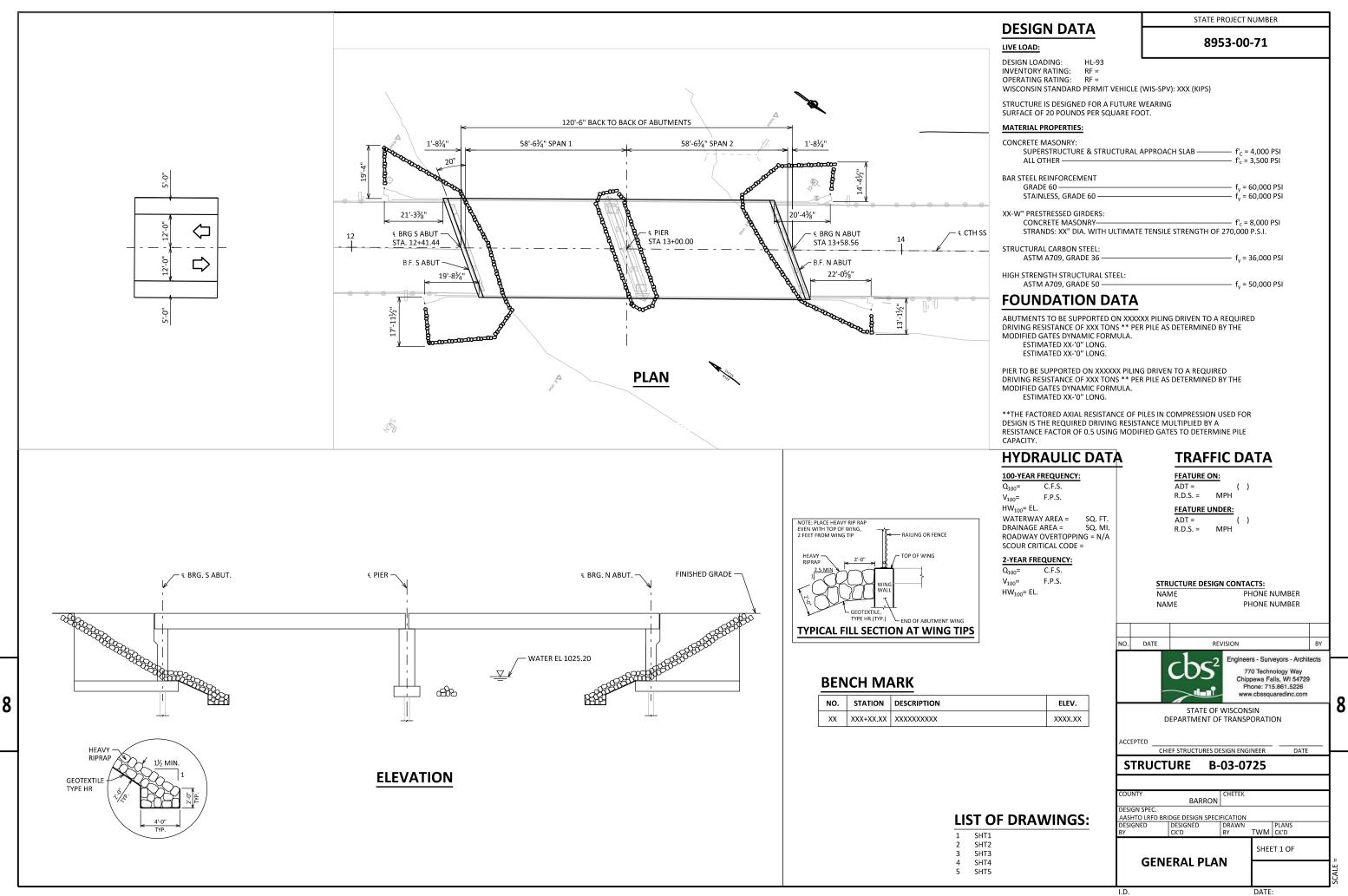
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ARE THE SAME AS GROUND DISTANCES.

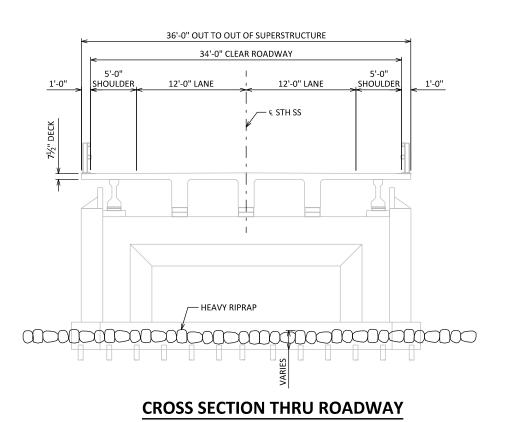
ELEVATIONS ARE BASED ON GEOID XX.

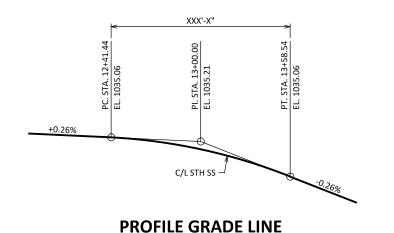






8953-00-71





### **GENERAL NOTES**

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

PROTECTIVE SURFACE TREATMENT TO BE APPLIED TO THE ENTIRE TOP OF THE NEW CONCRETE OVERLAY.

SEAL OVERLAY CONSTRUCTION JOINTS ACCORDING TO SECTION 502.3.13.1 OF THE STANDARD SPECIFICATIONS. COST INCIDENTAL TO BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

A MINIMUM OF 1-INCH OF CONCRETE SHALL BE REMOVED FROM THE ENTIRE BRIDGE DECK UNDER THE BID ITEM "CLEANING DECKS".

THE AVERAGE OVERLAY THICKNESS IS BASED ON THE MINIMUM OVERLAY THICKNESS PLUS 1/3-INCH

PREPARATION DECKS TYPE 1, PREPARATION DECKS TYPE 2, AND FULL-DEPTH DECK REPAIR AREAS ARE BASED ON THE PLANS AND AS DETERMINED BY THE ENGINEER. DECK PREPARATION AND FULL-DEPTH DECK REPAIRS SHALL BE FILLED WITH "CONCRETE MASONRY OVERLAY DECKS".

ANY EXCAVATION NECESSARY TO COMPLETE THE OVERLAY OR JOINT REPAIRS AT THE ABUTMENTS IS TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

PROFILE GRADE LINE SHALL BE DETERMINED IN THE FIELD BASED ON A MINIMUM OVERLAY THICKNESS OF 1½" PLACED ABOVE THE DECK SURFACE AFTER SURFACE PREPARATION. EXPECTED AVERAGE OVERLAY THICKNESS IS 2" (OR AS GIVEN ON PLANS). IF EXPECTED AVERAGE OVERLAY THICKNESS IS EXCEEDED BY MORE THAN  $\frac{1}{2}$ ", CONTACT THE STRUCTURES DESIGN SECTION.

DRAINS REMOVED OR CLOSED IS INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY OVERLAY

# **TOTAL ESTIMATED QUANTITIES**

BID ITEM NUMBER	BID ITEMS	UNIT	SUPER.	WEST ABUT.	PIER 1	EAST ABUT.	TOTALS	
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## ROADWAY **ABUTMENT** BACKFACE SUBSURFACE PAY LIMITS OF BACKFILL ▲ BACKFILL STRUCTURE TYPE A "GEOTEXTILE TYPE DF SCHEDULE A" LIMITS. EXTEND 2'-0" ABOVE

### 1.00 FOR TON BID ITEMS) = (L)(3.0')(H) + (L)(0.5)(1.5H)(H)

= EXPANSION FACTOR (1.20 FOR CY BID ITEMS AND

 $V_{CY} = V_{CF}(EF)/27$ 

 $V_{TON} = V_{CY}(2.0)$ 

# **TYPICAL SECTION THRU ABUTMENT**

- ▲ BACKFILL PAY LIMITS. BACKFILL BEYOND PAY LIMITS SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.
- PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN.

